

A word about Ontario's highways

In the past two decades Ontario has witnessed a very striking economic and social expansion – an expansion that has been very closely tied in with motor transportation. The registration of motor vehicles in Ontario has skyrocketed from 665,000 in 1945 to almost 2,000,000 today. And the forecasts for the next twenty years indicate a population in Ontario of 8,500,000 with a vehicle registration of more than 4,000,000. The Department of Highways is working on a long term program that will bring Ontario's road system to a standard more than adequate to cope with this tremendous growth.

F. M. Cass

Hon. Fred M. Cass, Q.C.
Minister

Aerial view of approaches to narrow sand strip forming the bay.



Ontario's Burlington Bay Skyway is the only toll bridge in Ontario operated by the Province. The modest toll charged will play an important part in offsetting the construction and maintenance costs of this vital artery. Eleven toll gates on the eastern approach pass traffic through with the minimum of delay.

Toll rates

Type of Vehicle	Cash Rate	Book Ticket Rate
CLASS I Passenger cars. Light trucks of less than one ton capacity and not more than two axles.	15¢	20 tickets for \$1.00
CLASS II Class I Vehicles drawing a trailer. Trucks of not more than two axles with capacity of one ton or more.	25¢	24 tickets for \$4.00
CLASS III Class II vehicles drawing a trailer. Trucks having three or more axles. Public vehicles, such as buses.	45¢	20 tickets for \$6.00



ONTARIO DEPARTMENT OF HIGHWAYS

Hon. Fred M. Cass, Q.C.
Minister

W. J. Fulton
Deputy Minister

HIGHWAYS OF ONTARIO Ref. 100
BURLINGTON



BAY
Skyway



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ONTARIO DEPARTMENT OF HIGHWAYS



The Burlington Bay Skyway is one of the longest continuous bridge structures in the world and has a capacity of more than 50,000 vehicles daily.

THE LIGHT IS ALWAYS GREEN AT BURLINGTON



On October 30, 1958, the Hon. Leslie M. Frost, Q.C., LL.D., Prime Minister of Ontario, officially opened the Burlington Bay Skyway, the largest bridge ever constructed by the Department of Highways of Ontario. Since that day, steady streams of cars and trucks have been moving back and forth on a freeway system which extends

At the western end of Lake Ontario, a bar or strip of sand gives the City of Hamilton a splendid land-locked harbour. In 1795, John Graves Simcoe, Lieutenant Governor of Upper Canada, purchased the strip for £100 in goods from the Mississauga Indians, as a link in the military road from York (Toronto) to Newark (Niagara-on-the-Lake). For decades, ships passed through a gap in the sand-strip, and wagons crossed the gap on a swing bridge, without undue inconvenience. But then came the age of cars and speed...



Formerly all traffic stopped when bridge was up.



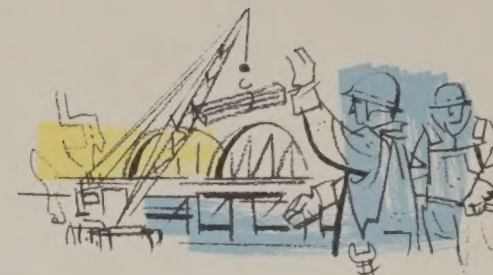
Moving one of the huge beams into position.



A monument to Canadian engineering skill.



Skyway gives panoramic view of Hamilton Bay.



from the Canada-U.S.A. boundary at Niagara to Toronto, and the rest of Southern Ontario.

Under this steady traffic stream pass ocean and lake vessels plying between the City of Hamilton and the seaports of the world.

From the beginning of the motor age until the opening of the Skyway, the Burlington Gap was a traffic bottleneck which caused tie-ups whenever the swing-bridge on the old highway was opened for the passage of a ship.

Built at a cost of \$19,000,000, the Skyway incorporates the most up-to-date details of road engineering. Ten miles of steel pipe laid beneath the concrete at the toll-plaza area form a snow-melting system to ensure safe stopping and starting. Hollow piers, containing man-lifts for maintenance personnel, and parking bays for maintenance vehicles, police cars, and disabled vehicles are also among the safety features incorporated in the design.

So today, high above the ship channel and the beach, cargoes worth far more than the "£100 in goods" paid by Governor Simcoe to the Indians pass almost every minute, swiftly and safely, to their destinations.

Facts and Figures of Interest about the Skyway

The Skyway proper consists of a series of 75 spans with the three central spans forming a continuous arched truss bridge 495 feet long over the canal. On either side of the canal the two main piers extend to a depth of 38 feet below ground level with steel piles extending another 45 feet below that. The combined total cost of these two piers was approximately \$450,000. Two gasoline-electric powered rail cars called "travellers" operate under the deck for maintenance purposes.

The deck of the Skyway provides two 24-foot roadways of nine-inch concrete topped with two inches of asphalt. Between the roadways is a six-foot centre strip partly consisting of an open steel grid or grating which helps dissipate wind pressure and also facilitates snow removal. On the outer edge three-foot sidewalks are carried on light trusses throughout the length of the bridge for emergency use only.

Length.....	8400 feet
Number of Spans.....	75
Minimum Width.....	61 feet
Maximum Width.....	97 feet
Maximum height over canal.....	210 feet
Clearance under bridge.....	120 feet